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	A.	
	5.	Between 9 p.m. on 29 July and 1 a.m. or 30 July, there was night
		flying by type-27 and type-30 jet bombers. Between 8 a.m. and 5:30 p.m. on 31 July, there was flying at the field. Between 10 a.m. and
1		Act 30 p.m. on 1 August,
1		were counted at the field. There were definitely more atropage types
1		which could not be identified. Between 6 and 11 a.m., there was local flying.
	Γ	
	6.	The following observed and
	7.0	The following observations were made at the field between A and 9 August:
		4 August Between 1 and 11 p.m., there was no flying.
		5 August. Between 8:30 and 8:45 a.m., 25 jet bombers took off aft of each other and assembled in a formation heading west. The plane landed
		between 1010) and 10145 a.m. Between 3120 and 8 n.m. air trans 27 of same
		were observed taking off and landing at the field. There was night flying which still continued at 11:15 p.m.
		b august. No flying was observed between h a read 7 nm 4 mail
		of eight AA guns of about 80 ion colliber, eight trucks and a canvas—covered, van—like truck, possibly a radar set, arrived at the field. The AA guns
		soon ap position in the old emplacements vacated by 27 on one (/)
		7 MULUST. Take-offs and landings were practiced between 6 a.m. and noon and between 2 and 6 c.m.
		Angust. Between 12 and 12:25 p.g., two take offe and lunding
		ne and an analysis of the second and the second sec
		five type-27 jet bombers which preciticed taken is and landings. Six 37-am AA gune and six trucks
		were loaded on a train. This train also had six boxcars which were loaded with MA and equipment.
		(5)
	7. 1	Between 29 July and 7 August, motor vehicles
	<u> </u>	were observed near the field AA gung more
		us the field, (4) and (6)
	_	
. (1	ı) -	Consents
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. (2	بر (ز آ	The construction of chronnal and Assessed
. , ,	•	the construction of shrapnel-proof eircraft revenuents along the northern taxions was proviously reported,
	1	The walls are to be constructed of concrete slabs to give them a greater esistence against splinters.
	. 1	SOUND BOLLD
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	to previous information, the taxings occurr on area of 54.741 square meters and the dispersal areas cover a total of 43.426 square meters. Since the estimate of conts mertions a concrete cover of 10b.154 square meters it is concluded that the connecting lenes occur 7.577 square meters. The runway was possionally believed to have a concrete cover of 30 centimeters, while, according to the estimate of corts, the believe bas a 20-centimeter concrete layer.	
(4)	The arrival of an AAA unit on 6 August 1952 is believed to be correct. It appears that, at certain intervals, the units of the division are being retained. The presence of a radar set in the battery can only be assumed. The AA oun emplacement is located just southwest of the west end of the runway.	
(5)	previously reported the dispatch of 20 trucks with AA guns on 13 July 1952. According to the prevent report, six as guns were dispatched on 8 August 1952, It is possible that the AAA unit was transferred with these two shingents.	7
(6)	A total number of 36 type-27s at Wernsuchen sirfield was reported several times. The information on day and night flying activity indicates the status of training. Wernsuchen airfield is still occupied by two bomber regiments equipped with type-27 aircraft.	 25X1

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